

B. F. TAYLOR,
Steamer.
Lighters and Steam Launches
Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

報新 ESTABLISHED 1881. 電港

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS CO.
LIMITED, LONDON.
DODWELL & CO., LIMITED.
General Managers.

NEW SERIES No. 4114. 日三十月一十年八十二緒光

FRIDAY, DECEMBER 12, 1902.

五拜禮 號二十月二十英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 8,910,000

Head Office—YOKOHAMA.

Branches and Agencies.
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTHIN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARR'S BANK, LTD.
THE UNION OF LONDON AND
SMITH'S BANK, LTD.

HONGKONG BRANCH.—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 3 per cent.

" 6 " 4 "

TAKO HODSUMI,
Manager.

Hongkong, 30th October, 1902. [10]

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve 5,475,000
RESERVE LIABILITY OF PROPRTORS. \$10,000,000

COURT OF DIRECTORS:
Hon. R. SHEWAN, Chairman.
A. J. RAYMOND, Esq., Deputy Chairman.
G. Balloch, Esq. C. Michelau, Esq.
Hon. C. W. Dickson. D. M. Moses, Esq.
E. Goetz, Esq. H. Schubart, Esq.
G. H. Medhurst, Esq. N. A. Siebs, Esq.
H. E. Tomkins, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 1/2 per cent. per Annum.
For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 12th November, 1902. [13]

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3 1/2
per cent. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000
Paid up Capital £ 324,374

HEAD OFFICE—HONGKONG.

Board of Directors—
Chan Kit Shan, Esq. C. Ewens, Esq.
Clow Tung Shang, Esq. J. Lauts, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %

Hongkong, 19th November, 1902. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hankow
Tientsin Tsingtao (Kiautschou)

LONDON BANKERS:
MESSRS. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITH'S BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 4th October, 1902. [16]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1902.

THE GUARANTY TRUST COMPANY OF
NEW YORK
(AMERICAN BANK).

ESTABLISHED 1864.

PAID UP CAPITAL \$2,000,000
SURPLUS AND UNDIVIDED PROFITS. \$5,180,000

U.S. Gold
Gold \$7,180,000

Head Office—NEW YORK.
LONDON OFFICE:
33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:
PARR'S BANK, LIMITED.

HONGKONG OFFICE:
4, DES VŒUX ROAD.

General Banking and Exchange business
transacted.

INTEREST ALLOWED

On Current Accounts at 2 1/2 per annum.

On Fixed Deposits:

For 3 months 2 1/2 per annum.

" 6 " 3 1/2 "

" 12 " 4 1/2 "

E. F. GROS,
Acting Manager,
Hongkong, 1st December, 1902. [17]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1866.

Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies.
CANTON. PEKING.
CHEFOO. PENANG.
CHINKIANG. SINGAPORE.
CHUNKING. TIENSIN.
HANKOW.

H.E. Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Trans
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

1/2 per Annum Fixed Deposits for 3 months.

" 6 " 6 "

" 12 " 12 "

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1902. [12]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

APITAL PAID-UP £800,000

RESERVE LIABILITY OF SHARE
HOLDERS £800,000

RESERVE FUND £650,000

INTEREST ALLOWED ON CURRENT
ACC JUNT at the Rate of 2 per cent. per

annum on the Daily Balances.

On Fir: Deposits for 12 months. 4 per cent.

" 6 " 3 1/2 "

T. P. COCHRANE,
Acting Manager.

Hongkong, 2nd June, 1902. [11]

Hotels.

KING EDWARD
HOTEL.
A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND
BILLIARD ROOMS.

Rooms specially reserved for Captains
of the Mercantile Marine.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table D' Hote at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 23rd October, 1902. [116d]

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS
YOKOHAMA Canton. C. F. Lockstone, R.N.R. About 14th Dec., Freight or Passage.
SHANGHAI. Ballarat. F. R. Summers. About 20th Dec., Freight or Passage.
LONDON, &c. Bengal. A. L. Valentini. Noon, 20th Dec., Freight or Passage.
(See Special Advertisement).

SHANGHAI, Moji and KOBE. (Passing through the Inland Sea).

PASSENGER SEASON 1903.

For MARSEILLES, PLYMOUTH and LONDON DIRECT MALTZA. 6,064 Tons. 28th March, 1903.
WITHOUT TRANSHIPMENT.

For Further Particulars, apply to

E. A. HEWITT, Superintendent.

Hongkong, 10th December, 1902.

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD.

HAMBURG-AMERIKA LINIE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,

AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and at SOUTHAMPTON to land Passengers

and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

BAVERN WEDNESDAY, 24th December.

KONIG ALBERT WEDNESDAY, 7th January, 1903.

PRINZESS IRENE WEDNESDAY, 21st January, 1903.

DARMSTADT WEDNESDAY, 4th February, 1903.

KARLSRUHE WEDNESDAY, 11th February, 1903.

PREUSSEN WEDNESDAY, 18th March, 1903.

PINZ HEINRICH WEDNESDAY, 1st April, 1903.

SACHSEN WEDNESDAY, 15th April, 1903.

KLAUTSCHOU WEDNESDAY, 29th March, 1903.

BAVERN WEDNESDAY, 13th May, 1903.

KONIG ALBERT WEDNESDAY, 27th May, 1903.

Steamers of the Hamburg-Amerika Linie.

Calling at AMSTERDAM.

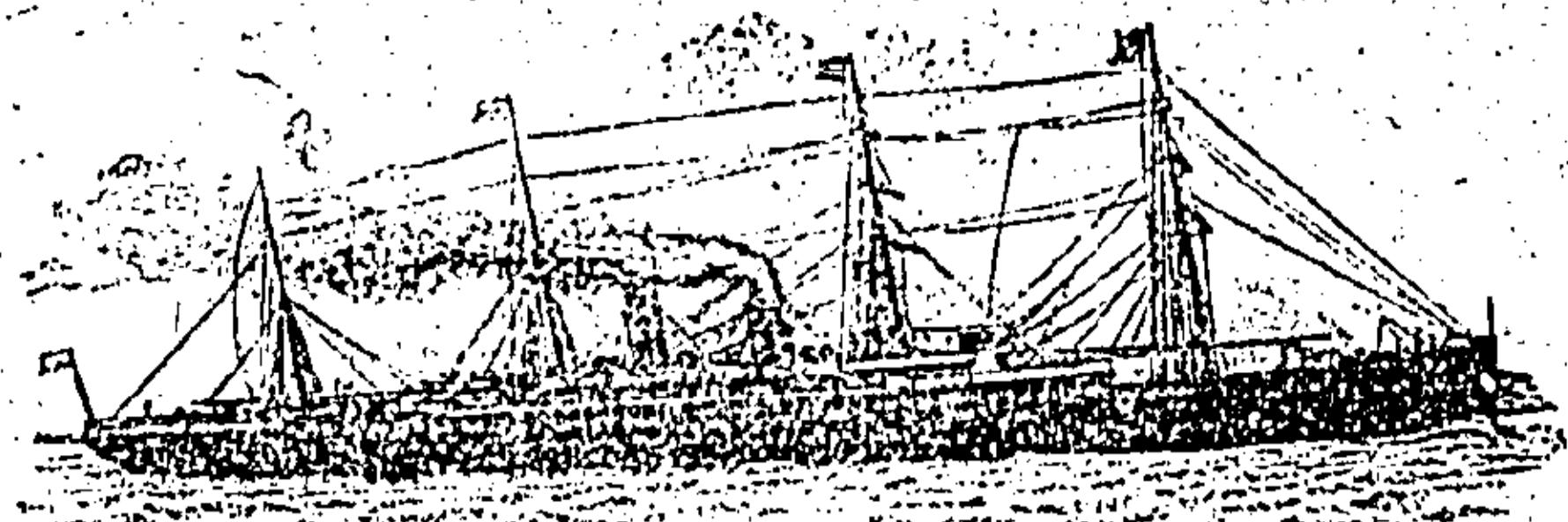
For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 10th December

MAILS.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

| | |
|-----------------------|--|
| "KOREA" | SATURDAY, 13th December, at Noon. |
| "GAELIC" | TUESDAY, 23rd December, at Noon. |
| "HONGKONG MARU" | WEDNESDAY, 31st December, at Noon. |
| "CHINA" | THURSDAY, 8th January, 1903, at Noon. |
| "DORIC" | SATURDAY, 17th January, 1903, at Noon. |
| "NIPPON MARU" | SATURDAY, 24th January, 1903, at Noon. |
| "SIBERIA" | TUESDAY, 3rd February, 1903, at Noon. |
| "COQUIT" | TUESDAY, 10th February, 1903, at Noon. |
| "AMERICA MARU" | TUESDAY, 17th February, 1903, at Noon. |

Record Trip Yokohama to San Francisco made by ss. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "KOREA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 13th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, RAIL UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAIL-

WAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) to European Points are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and in Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Hawaii; Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 6th December, 1902.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

| | | |
|----------------------------------|-----------------|------------------------------|
| R.M.S. "EMPERESS OF JAPAN" | 6,000 Tons..... | WEDNESDAY, 17th Dec., 1902. |
| "ATHENIAN" | 3,882 " | WEDNESDAY, 21st Dec., 1902. |
| "EMPERESS OF CHINA" | 6,000 " | WEDNESDAY, 14th Jan., 1903. |
| "EMPERESS OF INDIA" | 6,000 " | WEDNESDAY, 11th Feb., 1903. |
| "TARTAR" | 4,425 " | WEDNESDAY, 25th Feb., 1903. |
| "EMPERESS OF JAPAN" | 6,000 " | WEDNESDAY, 11th Mar., 1903. |
| "ATHENIAN" | 3,882 " | WEDNESDAY, 18th Mar., 1903. |
| "EMPERESS OF CHINA" | 6,000 " | WEDNESDAY, 1st April, 1903. |
| "EMPERESS OF INDIA" | 6,000 " | WEDNESDAY, 22nd April, 1903. |
| "TARTAR" | 4,425 " | WEDNESDAY, 6th May, 1903. |
| "EMPERESS OF JAPAN" | 6,000 " | WEDNESDAY, 13th May, 1903. |
| "ATHENIAN" | 3,882 " | WEDNESDAY, 27th May, 1903. |

THE magnificient "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey, and "make connection" at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked to all principal Points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Gold for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan, Government.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's EXHIBITION), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent,

Hongkong, 6th December, 1902.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRAGHTDAMPFERDIENST.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. | Freight. |
|-----------------------|---|------------------|-------------------------|
| SUEVIA | HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.) | 17th Dec. | Freight. |
| Borek | NEW YORK via PORTS. | 30th Dec. | Freight. |
| ADRIA | GENOA and HAMBURG. (Calling at SINGAPORE and PENANG.) | 31st Dec. | Freight. |
| Schaarschmidt | HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.) | 13th Jan., 1903. | Freight. |
| STRASSBURG | HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.) | 27th Jan., 1903. | Freight and Passengers. |
| Madsen | HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.) | 10th Feb., 1903. | Freight and Passengers. |
| NURNBERG | HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.) | 24th Feb., 1903. | Freight. |
| Jaburg | HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.) | 1903. | Freight. |
| SILESIA | HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.) | 1903. | Freight. |
| WURZBURG | HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.) | 1903. | Freight. |
| v. Bizer | HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.) | 1903. | Freight. |
| C. FERD. LAEISZ | HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.) | 1903. | Freight. |

For further particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Building.

Hongkong, 2nd December, 1902.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (SATURDAY), the 13th December, 1902, at 11 A.M., at their SALES ROOMS, 20, Des Voeux Road, Cases of JAPANESE BEER.

75 PORT WINE.

75 MISTELA BLANCA (White Wine).

50 MISTELA CLARETE (Claret). ALSO:

60 Cases SCOTCH WHISKY.

(All the Spanish Wines have been analysed and tested chemically by A. STANLEY, M.D., D.P.H., Shanghai).

TERMS.—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 13th December, 1902. [1350d]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED, TO-MORROW (SATURDAY), the 13th December, 1902, at 2:30 P.M., at their SALES ROOMS, No. 20, Des Voeux Road,

AN ASSORTMENT OF VALUABLE JEWELLERY, Comprising—

DIAMOND BROOCHES and RINGS, GOLD BRACELETS, CROSSES, RINGS, SCARF PINS, PEARL RINGS;

Also:

6 Dozens of DIAMOND RINGS at \$15.00 up to \$150.00 each;

AND A Quantity of DIAMOND BROOCHES at \$15.00, to \$300.00 each.

Catalogues will be issued.

HUGHES & HOUGH, Auctioneers.

Hongkong, 9th December, 1902. [1332d]

Notice of Firm.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

DURING my TEMPORARY ABSENCE from the Colony, Mr. E. W. Maitland will act as SECRETARY of the Company. By Order of the Board, W. H. RAY, Secretary.

Hongkong, 10th December, 1902. [1351d]

Consignees.

THE BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNNEES.

STEAMSHIP "TREMONT" FROM TACOMA, VICTORIA, YOKO-

HAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED.

Agents.

Hongkong, 8th December, 1902. [1374d]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED, TO-MORROW (SATURDAY), the 13th December, 1902, at 2:30 P.M., at their SALES ROOMS, No. 20, Des Voeux Road,

AN ASSORTMENT OF VALUABLE JEWELLERY, Comprising—

DIAMOND BROOCHES and RINGS, GOLD BRACELETS, CROSSES, RINGS, SCARF PINS, PEARL RINGS;

Also:

6 Dozens of DIAMOND RINGS at \$15.00 up to \$150.00 each;

AND A Quantity of DIAMOND BROOCHES at \$15.00, to \$300.00 each.

Catalogues will be issued.

THE CHINESE ENGINEERING
AND MINING COMPANY.

The shareholders in China of the C. E. & M. Coy, Ltd., which started with such a flare of editorial intrapets and stock-jobbers' piffery a year and a half ago, are now painfully undeceived and have taken this bit between their teeth in the hope of dismounting the directors in Brussels and the obedient tools of the said directors, the puppet board in London. Yesterday's meeting of disillusioned shareholders in Tientsin we suppose indicates the high-water mark of discontent, but we question very much whether it will have any great effect, especially as the hand of the "honest broker," pulling the Chinese strings and making Chang Yin-mow pretend to dance to the tune that the other shareholders play is too apparent.

The appointment of a representative committee to investigate the affairs of the company can do no harm, but we scarcely think the movers and shakers can be serious when they talk of "managing" the affairs of the company in China before they settle with the precious boards in Belgium and London. Do they expect that the very astute Belgian and British promoters and directors in those cities are going to submit without a long and costly course of litigation, which may easily involve financial and other results that are at present undreamt of? We sincerely hope that the agitation no sooner will have the desired end and we cordially join in the condemnation of the directors in Europe who have so scandalously mismanaged the affairs of the company to put things in their most favourable light. But we none the less condemn the prime and original concocters of the conversion of the company. They are most to blame. But we do not say now who they are. We were the first to turn the search-light of publicity upon the mystery of the allotment of the 625,000 shares which were divided by the directors amongst themselves and their friends "for other considerations than cash," and we are therefore glad to see that Mr. Von Hanneken, who in the Somerset House Register is down for very many thousands of these shares, is amongst those who are now foremost in demanding an inquiry into the whole transaction. He is doubtless well able to explain what the "consideration" in his own case was, or he would not be so loud in his persistent denunciation of the others who got these shares. The committee, which has been appointed, consists of five Chinese, namely Chang Yin-mow, Shen Tun-ho, Chu Pao San, Tong Kidson, and Liang Wen-Teng; three Germans, Megas, G. Detring, his son-in-law Von Hanneken, and E. Heyl, and then to give it the necessary British complexion the names of Mr. C. M. Edie and C. J. Dudgeon have been added. It remains to be seen now what notice the British authorities at home will take of the agitation, which has in it elements of great danger if not skilfully handled and may lead to worse things than the mere loss of the shareholders' money. The whole transaction is far from creditable to the British flag, which has been dragged to cover a mode of exploiting China that is familiar enough in the Congo State and the scramble for Africa's wealth by the Christian and civilized states of Europe, but we do not wish to see it imitated again in this part of the world. The idea of Chang Yin-mow and his continental friends in putting the scheme under the British flag was almost analogous to that of Li Hung-ching, and his crew in the *Kowshing* trick in

August 194. Have Li and his backers ever paid one cent for that scandalous rise to this day? Those who have the honour of the flag at heart should see that it is not abused. Mr. Von Hanneken let the cat out of the bag when he referred to Mr. Wynne's appointment as General Manager, in the letter we published in Thursday's issue.

The British shareholders, while looking after their own interests, should see that they are not used as catspaws, however much they may sympathise with Chang Yin and his present friends in distress—*China Gazette*, 20th ult.

NEW "N.D.L." LINES.

MAGNIFICENT BOATS FOR THE SYDNEY, NEW GUINEA AND SINGAPORE SERVICE.

The two new mail steamers, the *Prinz Waldegrave* and the *Prinz Sigismund*, which are to be put on the Singapore-New Guinea-Sydney line next summer by the Norddeutscher Lloyd, are twin screw vessels of a gross register tonnage of about 3,500 tons, and an average speed of 12 knots. They are 328 feet long, with a beam of 42 feet and a depth of 27 feet. These vessels, which have been especially built for this line are in every way fitted out to meet the exigencies of the service in question. Built of German steel, to the highest requirements of the Germanischer Lloyd, they are fitted with rolling chocks, a double bottom fore and aft, and eight water-tight bulkheads. Their dead weight capacity is about 3,500 tons; the engines are of 2,000 indicated horsepower, with a bunker capacity of 1,100 tons of coal. Deck erections consist of a forecastle, long bridge and poop, the two latter being connected by a promenade deck. Accommodation for 50 first class passengers is provided on the upper deck amidships, and for 40 second class in the poop. In addition to these about 24 third class passengers can be accommodated forward. The cabins are roomy, well-lighted, and ventilated. Both first and second class saloons are on the promenade deck. The ships are lighted throughout with electricity, besides being supplied with numerous electric fans. Having regard to the service in the tropics, the promenade deck has been built as spacious and airy as possible, a shade deck covering the whole. Adequate refrigerating apparatus is supplied for the transportation of frozen meat, etc.

Each vessel carries 8 boats, including a steam-pinnace. The steamers, which are schooner-rigged, with two pole masts and two funnels, present a very smart appearance, and should soon become popular with the travelling public.

A CURRENCY PETITION.

The following petition has been drawn up, for presentation to his Excellency the Governor of the Straits Settlements:

TO HIS EXCELLENCY SIR FRANK ATHLSTANE SWEETENHAM, Knight Commander of the most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of the Straits Settlements.

The humble petition of the undersigned inhabitants of Singapor and Members of the Merantile, Commercial, and Trade communities, Land Owners, Professional Men, Chinese, Indian and other Merchants,

Sheweth that

1. The Silver Dollar—the legal currency of the Colony—has since the first day of the present year declined in value by more than 15 per cent. The dollar being a coin dependent

on the British pound.

2. ASK for ASAHI JAPANESE BEER.—

G. Girault.

3. ASK for ASAHI JAPANESE BEER.—

G. Girault.

upon the price of silver and accordingly at the mercy of speculators in that metal, who can raise or depress Exchange to suit their interests, is liable to violent fluctuations, and it has been painfully evident that violent fluctuations in Exchange are very detrimental to the general interests of the Colony.

2. Even if the contention that a dollar of low value is encouraging to a portion of the trade of the Colony be granted, it must without doubt be admitted that there are numerous interests which have been prejudicially affected by the severe fall in silver which has recently taken place.

3. It is the opinion of those your petitioners who desire a dollar of low value that there must be some point when the advantages derived from low exchange become distinct disadvantages and that this point has been passed.

4. Your petitioners, without expressing any views as to the sterling value to be given to the dollar, desire to place before your Excellency their opinion that it is extremely desirable that the legal currency of the Colony and of the Federated Malay States should have a fixed relative value to the British sterling sovereign.

Your petitioners therefore humbly pray that your Excellency will by telegraphic despatch, cause their views to be laid before the Committee which is now sitting in England to consider the currency of the Colony and of the Federated Malay States.

And your petitioners will ever pray, &c.

THE U.S.S. "MONOCACY."

The old *Monocacy*, for more than thirty-five years stationed in China waters, is at last to be sold. She is the sole survivor of seven double-decker side-wheel steamers built of iron during the close of the Civil War. The *Monocacy* was built by Denmead & Son, Baltimore, in 1866, and departed for the Asiatic station in May, 1866, her first commanding officer being Commander S. P. Carter. Of the seventeen officers who first joined the ship only two are still in the navy, namely, Chief Engineer D. P. McCarter, retired in 1891, and Passed Assistant Engineer J. W. Saville, retired in 1871.

The others are either dead or have left the service. The *Monocacy* has been obsolete and useless as a war vessel for more than twenty-five years and excited the derision of the Chinese who, until 1890, believed this vessel to be a representative of the United States navy and made unfavourable comparisons with powerful ships of other nations. Her service has been confined to the coast and rivers of China and in winter quarters at Tientsin the greater part of the time. During the Spanish-American war the vessel discreetly remained at Shanghai. During the recent troubles in China the old *Monocacy* came within range of the Taku forts and Chinese rebels sent a shot through her bow and smashed one of her boats at its davits. The fire was not returned, as Rear-Admiral Kempff was of the opinion that no war existed between the Chinese and the United States. The career of the *Monocacy* is now drawing to a close, and she will be missed because she has been the temporary home of more naval officers than any other vessel in the navy, excepting the receiving ships. The fate of the seven sister ships of the *Monocacy* class has been rather inglorious. The *Muscoot*, *Shenandoah*, and *Winnipeg* were sold in 1869; the *Mohonzo*, sold in 1870, ran for some years in the coasting trade on this coast, and was finally disposed of as old metal, her hull being converted into nails and

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5. ASK for ASAHI JAPANESE BEER.—

G. Girault.

6. ASK for ASAHI JAPANESE BEER.—

G. Girault.

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San Francisco Weekly Call.

£19,000,000 RAILWAY.

DETAILS OF THE PROPOSED NEW LINE
ACROSS CANADA.

A home paper, just to hand, in a position to supplement the cablegram from America notifying the commencement of the great scheme for the construction of a new railway across Canada, which would have the effect of considerably shortening the journey to India and China, besides tapping an enormously rich and undeveloped country.

Although the work has commenced, the Trans-Canadian Railway, as it is called, is still in an elementary stage. Indeed, a company with the necessary capital for carrying on the work has still to be formed.

The history of the scheme takes us back to 1895, when the first charter was granted by the Dominion Parliament.

The charter was amended in 1901, and it was provided that the work should be started on June 29, 1901, and completed within ten years, the Government allowing a subsidy of £38,500 for the first sixty miles. No grants of land, however, were to be made. The railway from Quebec to Port Simpson was to be 2,705 miles in length, as against the 3,078 miles of the Canadian Pacific Railway.

The work commenced on June 28, 1901, but only a very short distance has been covered. The Quebec and St. John's Lake Railway and the line from Chicoutim on the Saguenay River, effecting a junction at Rovet, near Lake St. John, are already in existence, and all that has been done since June 1901 is to advance westwards a little way from Rovet.

The question now is one of money; £19,000,000 is the estimated cost, and it is by no means certain whether this amount can be raised.

Mr. G. E. Church, an American engineer, well known in London, who is one of the chief promoters of the scheme, is in America at present, but one of our representatives was informed at Mr. Church's City offices that so far there was no working capital whatever, and that the scheme was entirely in the embryonic stage; while Mr. Frank Crisp, of the firm of Ashurst, Morris, and Crisp, solicitors, contradicted the report that he had any connection with the scheme.

Intimations.

JUST LANDED.

Per S.S. "EASTERN."

FRESH AUSTRALIAN BUTTER in

PRINTS 9 CENTS PER POUND.

FRESH AUSTRALIAN CHEESE.

FRESH AUSTRALIAN STREAKY BACON.

H. RUTTON JEE,

NO. 5, D'AGUILAR STREET,

HONGKONG.

NO. 39, ELGIN ROAD, KOWLOON.

HONGKONG, 11TH DECEMBER, 1902.

40.

LEVY HERMANOS

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

SOLE AGENTS FOR "OMEGA" WATCHES.

"OMEGA" IS THE BEST, "THREE YEARS

GUARANTEED TO EVERY PURCHASER.

40, QUEEN'S ROAD,

Watson's Building.

Maths.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES.

KANAGAWA MARU MARSEILLE, LONDON & ANT. SATURDAY 13th Dec., at

WERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID. Daylight.

TAMEA MARU NAGASAKI, KOBE and YOKO. TUESDAY, 16th Dec., at

HAMA. Daylight.

KINSHU MARU* VICTORIA, B.C., and SEATTLE. TUESDAY, 16th Dec., at

U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA. 4 P.M.

SADDO MARU MARSEILLE, LONDON & ANT. SATURDAY, 27th Dec., at

WERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID. Daylight.

YAWATA MARU NAGASAKI, KOBE and YOKO. SATURDAY, 27th Dec., at

HAMA. Noon.

SHINANO MARU* VICTORIA, B.C., and SEATTLE. TUESDAY, 30th Dec., at

U.S.A. VIA SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA. 4 P.M.

KUMANO MARU* BOMBAY, VIA SINGAPORE, and BRISBANE. THURSDAY, 1st January, at

4 P.M.

WAKI MARU* KOBE and YOKOHAMA. FRIDAY, 2nd January, at

Daylight.

BOMDAY MARU* BOMBAY. Noon.

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,

Manager.

[5]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOATS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 13th December, 1902, at 1 P.M., the Company's Steamship "INDUS," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 P.M.

Specie and Parcels until 3 P.M., on the 14th instant.

(Parcels are not to be sent on board;

they must be left at the Agency's Office.)

Contents and Value of Packages are required.

Intimations.

A. S. WATSON
AND CO., LTD.

ESTABLISHED A.D. 1841

WINE AND SPIRIT MERCHANTS.

BRANDY.

| | Per case of 12 doz. | Per bottle. |
|---|------------------------|----------------|
| A.—HENNESSY'S OLD PALE. | | |
| RED CAPSULE | ... \$50.00 | \$1.80 |
| B.—SUPERIOR VERY OLD COGNAC, RED CAPSULE | 27.00 | 2.25 |
| C.—VERY OLD LIQUEUR COGNAC | 33.00 | 2.75 |
| D.—HENNESSY'S FINEST VERY OLD LIQUEUR COGNAC, 1872 VINTAGE, | 40.00 | 3.50 |

OUR BRANDIES ARE GUARANTEED TO BE PURE COGNAC, the difference in price being merely a matter of age and vintage.

A. S. WATSON & Co., LIMITED.

The Hongkong Dispensary.

1st December, 1902.

TELEPHONE NO. 256.
CABLE ADDRESS: "ACHEE, HONGKONG."
A. B. C. CODE, 6th EDITION.

ESTABLISHED 1859.

A CHEE & Co.,
祥利廣
17A, QUEEN'S ROAD.

FURNITURE DEALERS.

RAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.
ELECTRO-PLATED,
GLASS, and
CHINA WARES.

PASTEUR'S MICROBE-PROOF FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES,
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.
DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.
Hongkong, 8th July, 1902.

[728d]

WEIHAIWEI TRADE.—The Weihaiwei correspondent of the *N. C. D. News* writes as follows:—Unless, and until the fort develops commercially the British Government will, in all probability, have to include Weihaiwei in the small number of colonies whose expenditure exceeds their revenue. There has been some talk of building a railway to Chefoo; but, if that were accomplished, it does not seem probable that we should divert trade from the treaty port. Certain it is that Chinese mandarindom will resist any such diversion. Even if unopposed, it is highly improbable that such a line would pay; unless, perhaps, it was made a part or a branch of some much larger system, and that is only remotely possible. While trade brings certain advantages, it is also accompanied by obvious disadvantages.

OYSTERS, STEAKS, CHOPS, &c.

AT ALL HOURS.

Messrs. J. H. DOWNS and J. CHRISTIE,
Proprietors.

Hongkong, 8th December, 1902.

[1339d]

NOTICE.

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the writer's name and address.

Ordinary business communication should be addressed to The Manager.

The Editor will not be liable to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$18 per annum.

The rates per quarter and per month, proportional.

The daily issue is delivered free when the address is accessible to messenger. One copy sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five cents.

THE CLIVE'S SUDDEN DEPARTURE.

The Royal Indian Marine steamer *Clive* which left here for the north a few days ago left Bombay at midnight on the 21st ult. under sealed orders. She was believed to have proceeded to Aden. The *Clive* was due to leave Bombay for Karachi on the 24th ult. with troops, but that order was cancelled.

GAMBLER'S FATAL LEAP.—Accompanied by seven Chinese constables, Detective Sergeant Morrison last evening raided No. 314 Queen's Road Central, where upwards of thirty men were discovered gambling. When the representatives of the law intruded upon their privacy the gamblers rushed on the verandah, and one of the more desperate characters jumped into the street, where he was discovered in a senseless condition. He was removed to hospital, but died soon afterwards. Twenty-two others were arrested and taken before Mr. Hazelton, who fined the two principals \$50 each, and the remainder \$3 a piece.

THE SECOND STREET COLLAPSE.—Mr. F. A. Hazelton was approached this morning at the Magistracy, by Mr. Goldring of Messrs. Deacon and Hastings, regarding the question of bail in the case of the two contractors who are now awaiting trial in connection with the Second Street collapse. His Worship intimated that he could not fix bail without the consent of the Crown Solicitor, and after Mr. Goldring had had a lengthy consultation with Mr. F. B. L. Bowley he decided that the prisoners could be admitted to bail in the sum of \$10,000 each.

RUSSIAN LIFE TO BE STAGED.—A cable to the *Sun* from Paris says: Tolstoi's drama *The Resurrection*, which is now being rehearsed, promises to be the theatrical event of the Paris season. It contains striking scenes, depicting the life of the Russian aristocracy, life in a Russian prison and the transportation of convicts to Siberia. The Russian authorities have granted the use in Paris of the actual prison dresses from a Moscow jail. The play has been adapted for the English stage by Michael Morton, and has received the sanction of the Lord Chamberlain.

ANALYSES OF PUBLIC WATER.—The analyses by Mr. F. Browne, Government Analyst, of public water supplies for the month of November, show that the water in every case was of excellent quality.

THE RECENT NAVAL ACTIVITY.—After quoting our remarks regarding the recent naval activity at Hongkong, the *Advocate of India* says:—It may be interesting to note here that our correspondent, writing from Colombo yesterday, stated that private information had reached there that the Admiralty had requested that an immense supply of coal aggregating over half a million tons should be stocked at Colombo. The East India and China squadrons were to be strengthened, and United States were also augmenting their squadron in China Seas, all of which, he said pointed to the existence of a distinct uneasiness in the international situation of the Far-East.

INSANITARY SURROUNDINGS.—The Hon. Dr. Clark has tabled a minute to the construction of proper channels and drains in the Shektsongshui Market. It read: "I find that the surroundings of the Shektsongshui Market are constantly in a very insanitary condition, apparently because the market has no suitable channels and drains to receive its washings, which flow down the steps into the roadway. If you have no objections to raise I propose to advise the Board to ask that this market be properly channelled and drained." Mr. A. Gibson, the Veterinary Surgeon, replied: "I will warmly support any such proposal." The matter is being discussed by the Sanitary Board as we go to press.

LIMEWASHING RETURNS.—The lime-washing returns for the fortnight ended 6th December give 2,688 as treated in the Central district and 1,371 in the Western. There were four prosecutions in the former district, and fines were imposed to the amount of \$16.

ITEMS.—Japan papers state, that it was at a wild duck hunting party on the Imperial estate of Niishima, Chiba prefecture, that the death of Colonel Buck occurred. A live torpedo, lost by the destroyer *Yukiri*, is wandering somewhere in the neighbourhood of Iwakouki.

T. E. TIMBER-LADEN VESSEL.—The new schooner *Otello Pedersen*, from New Wharfcom for Hongkong, which we reported several weeks back, was abandoned at sea on the 5th of October last with loss of rudder, the crew being taken on to Nagasaki by the U.S.S. *Princeton*.

BY KIND PERMISSION of Lt.-Col. Birdwood and officers, the band of the 10th Bombay Light Infantry will play at the Hongkong Hotel to-morrow (Saturday) from 8 to 9.30 p.m.

PROGRAMME.

1. March "A. Frangese Cousin
2. Valentine "Espana Waiteh.
3. Selection "Runaway Girl Carr.
4. Solo "Promise of Life Cope.
5. Valentine "Source D'Avril Depey.
6. Baru Dance "Happy Darkles" Godfrey.
God Save the King.

FAT-BOILING ESTABLISHMENTS.—An application for house No. 193, Des Vaux Road to be registered as a fat-boiling establishment, and a minute thereon by Hon. Dr. Clark, are being considered at this afternoon's meeting of the Sanitary Board. The minute was as follows: "I see there is no record in the minutes of the Board of any definite decision as to the establishment of further fat-boiling trades within the City-limit. I think it would be as well if the Board decided that they would not grant licences for the establishment of any new premises of this description in the city or in the larger villages of Kowloon. Then such new premises would be established in the more rural districts, where there would be very little nuisance to anyone."

UNITED SERVICE LODGE.

INSTALLATION OF THE W.M.

On Monday was the occasion of the installation of Wm. Bro. H. W. Wolfe as Worshipful Master of the United Service Lodge (131 E.C.), and the ceremony was performed with great pomp by Deputy Grand Master Ray supported by the members of the Grand Lodge. The Masonic Hall was tastefully decorated with evergreens and electrical designs, while several distinguished masons, including Commander Daintry, H. M. S. *Hammer*, founder of the Daintry Lodge, Weihaiwei, were present. A banquet was served by Wm. Bro. W. Farmer and a most pleasant evening was spent.

Officers for 1902-1903 are as follows:

Worshipful Master: Wm. Bro. H. W. Wolfe.

Immediate Past Master: Wm. Bro. G. G. Burnett.

Senior Deacon: Senior Deacon: Wm. Bro. A. Hall.

Junior Deacon: Junior Deacon: Wm. Bro. W. Kent.

Director of Ceremonies: Director of Ceremonies: J. Cimbrell.

Treasurer: Treasurer: Wm. Bro. J. Watson.

Secretary: Secretary: Bro. E. G. Corben.

Stewards: Stewards: Wm. Bro. W. L. Ford.

Bro. E. M. Thorburn.

Bro. J. G. Gettingby.

Bro. J. Vanstone.

Bro. J. Cimbrell.

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TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

(By special arrangement with "Der Ostasiatische Lloyd.")

Venezuelan Fleet Captured. The Blockade of the Coast.

GOVERNMENT STUBBORNLY RESISTS.

BERLIN, 11th December,

5.34 p.m.

The terms of the Ultimatum, delivered to the Government at Caracas by the representatives of England and Germany, not having been complied with joint action was taken by the two Powers and the Venezuelan men-of-war were captured. The blockade of the coast was then declared, the Eastern portion being guarded by England, while Germany was in charge of the Western. The English and German subjects, who were arrested by President Castro, have been released through the intervention of the American representative. The Government in Caracas still continues to offer a stubborn resistance.

French Press and Shanghai Evacuation.

The French press still continues to accuse Germany with regard to the question of evacuating Shanghai.

Reichstag Debates Progressing Favourably.

The Customs Tariff debates in the Reichstag are progressing favourably, and there is now great hope that the third reading will be finished before Christmas. The Bill will not be discussed until the Tariff Bill has been passed.

(Reuters.)

The Venezuelan Difficulty.

LONDON, December 10th. Advice from Caracas dated the 9th instant, state that the combined English and German fleets that day seized the Venezuelan fleet of four warships then lying in the harbour of Laguira, and that all the English subjects at Caracas had been arrested.

LATER.

The Marseilles Strike.

The Marseilles strikers have refused to negotiate further with the employers or the Government, and have resolved to continue the struggle to the bitter end.

The Venezuelan Difficulty.

Satisfaction is expressed in London at the arrest of British subjects at Caracas, they being considered safer in prison than at the mercy of the populace.

(N. C. D. Neves.)

A Warning to The Church in France.

LONDON, 6th December.

The French Government has suppressed the st. pends of several bishops, including the Archbishop of Besançon, for signing a petition in favour of the confederates.

The Sugar Convention in France. The French Chamber has adopted a bill reducing the Sugar Tax, and has approved the Brussels Convention.

The Education Bill in the Lords. The Education Bill has passed its second reading in the House of Lords by 147 votes to 37.

HONGKONG REGATTA.

YESTERDAY'S RACES.

The following results arrived too late for insertion in our edition last evening:—

4th Race.—2.30 p.m. Harbour Police.—Open to the Chinese Members of the Harbour Police. To be rowed in the Service Boats. Distance, One Mile. Entrance, 50 cent. Winner of 3rd Race, First Day, excluded. First prize, \$10. Second prize, \$4. Three Boats to start for two prizes.

Station No. 1, Boat No. 1, Water Police. Do. Do. 3. Do. 2. Do. 1.

5th Race.—2.30 p.m. Ladies' Prize.—Presented by the Ladies of Hongkong. For four-oars. Distance, one mile. Entrance, \$10. To be rowed in Boats the property of the Victoria Recreation Club and Hongkong Boat Club.

1. BOAT NO. 3. Station No. 1.—White and pink. st. lbs. Bow...C. König 10 0 2...G. E. Pappier 11 0 3...W. Armstrong 13 0 Stroke...W. O. Kehler 12 7 Cox...H. W. B. Kennett 10 0

2. BOAT NO. 2. Station No. 4.—Green and white. st. lbs. Bow...A. Tolcke 10 11 2...G. H. Edwards 11 3 Stroke...H. L. Bingay 12 3 Cox...H. W. B. Kennett 10 0

3. BOAT NO. 1. Station No. 5.—Rose. st. lbs. Bow...G. H. Rubie 9 12 2...R. Lapsley 11 4 3...J. Millar 10 11 Stroke...A. E. Alves 11 11 Cox...C. M. S. Alves 10 0

4. BOAT NO. 1. Station No. 3.—Dark blue and light blue. st. lbs. Bow...F. D. Bain 9 4 2...J. H. R. Hance 10 2 3...A. Humphreys 11 6 Stroke...E. Herbst 10 0 Cox...S. A. Seth 10 0

5. BOAT NO. 1. Station No. 5.—Red and blue. st. lbs. Bow...C. V. Bland, R. A. 10 8 2...A. D. Chanter, R. A. 10 5 3...E. A. Fanshaw, R. A. 10 8 Stroke...E. Myles, R. A. 11 8 Cox...M. A. Strova, R. A. 10 0 Won by $\frac{1}{4}$ length on 7 mins. 44 secs.

6th Race.—4 p.m. For Men-of-War's Gigs and Whalers.—Distance, One Mile. Entrance, \$1. First Prize, \$15. Second \$5. The Boats to be approved by the Committee. Time allowed, four oars, 8 seconds per oar. Three Boats must start on race. (Post entries). Service Boats and conditions.

1.—Glory. 2.—Algierine. 3.—Otter. 4.—Handy. Four competed. The Glory rowed six oars, and had to concede eight seconds each to the Otter and Algierine (five oars), and sixteen seconds to the Handy (four oars). Time, 9 min. 17 secs. The Algierine lodged an objection against the Glory on the ground of foul.

7th Race.—Parsee Cup.—Presented by the Parsee Community of Hongkong. For four oars. Distance, one mile. Entrance, \$10. To be rowed in boats the property of Victoria Recreation Club and Hongkong Boat Club.

1. LEET. Station No. 2.—White, crimson and blue sash. st. lbs. Bow...F. D. Bain 9 4 2...G. H. Rubie 9 12 3...F. K. Tata 10 1 Stroke...A. E. Alves 11 11 Cox...S. A. Seth 10 0

2. BOAT NO. 2. Station No. 1.—Green and white. st. lbs. Bow...H. M. Bain 9 0 2...G. Pappier 11 0 3...G. H. Edwards 11 3 Stroke...W. O. Kehler 12 7 Cox...H. W. B. Kennett 10 0

3. BOAT NO. 3. Station No. 3.—Green and White. st. lbs. Bow...J. Bosstow 11 0 2...E. Davies 10 5 3...E. Andrus 11 0 Stroke...H. L. Bingay 12 3 Cox...R. P. Grant 10 0

4. BOAT NO. 3. Station No. 4.—Chocolate and light blue. st. lbs. Bow...N. H. Alves 9 8 2...A. E. Ager 9 4 3...A. Humphreys 11 6 Stroke...C. E. A. Hance 11 11 Cox...F. W. White 10 0

5. BOAT NO. 1. Station No. 5.—Green and White. st. lbs. Bow...E. Judds 11 1 2...R. Curt 10 4 3...W. Armstrong 13 0 Stroke...E. G. Smith 10 0

6. BOAT NO. 4. Station No. 7.—Dark blue and light blue. st. lbs. Bow...J. Millar 10 11 2...J. H. R. Hance 10 2 3...A. J. Mackie 11 1 Stroke...E. Herbst 10 0 Cox...C. M. S. Alves 10 0

7. BOAT NO. 4. Station No. 6.—White and blue. st. lbs. Bow...F. M. Reza Pereira 10 0 2...R. C. Witchell 10 1 3...A. A. Alves 11 6 Stroke...R. Lapsley 11 4 Cox...C. H. W. Kew 10 0

8. BOAT NO. 4. Station No. 8.—Green and white. st. lbs. Bow...H. N. Ferrers 10 1 2...C. König 11 6 3...H. Brandes 11 3 Stroke...A. Tolcke 10 11 Cox...B. S. Browne 10 0 Won by three-quarters of a length. Time, 7 min. 35 secs.

Boys' Race.—Pair Oars* (Open to all schools in the Colony). Half-mile. Each School to be represented by one crew only. Age 15 and under. Entrance free. To be rowed in boats the property of the Victoria Recreation Club and Hongkong Boat Club.

1. QUEEN'S COLLEGE. Station No. 1.—White and Dark Blue Band, Powerful. Bow...H. Bunji Stroke...E. Bonji Cox...H. C. Sayer

2. DIOCESAN SCHOOL. Station No. 2.—Dark blue. Terrible. Bow...S. Mathews Stroke...C. Alumining Cox...G. Witchell

3. ST. JOSEPH'S COLLEGE. Station No. 3.—White and Blue Sash. Jubilee. Bow...F. M. Pinedios Stroke...J. M. Kochi Cox...C. S. Alves

Won by 14 lengths. Time, 5 min. 10 secs.

ASK for ASAHI JAPANESE BEER.—G. Girault

OTTAM & CO. FOR TRESS'S STRAW and FELT HATS.

ASK for ASAHI JAPANESE BEER.—G. Girault

ROSE.

Station No. 2.—White crimson and blue sash. st. lbs.

Bow...G. H. Rubie 9 12

2...R. Lapsley 11 4

3...J. Millar 10 11

Stroke...A. E. Alves 11 11

Cox...C. M. S. Alves 10 0

THISTLE.

Station No. 3.—Dark blue and light blue. st. lbs.

Bow...F. D. Bain 9 4

2...J. H. R. Hance 10 2

3...A. Humphreys 11 6

Stroke...E. Herbst 10 0

Cox...S. A. Seth 10 0

BOAT NO. 1.

Station No. 4.—Red and blue. st. lbs.

Bow...C. V. Bland, R. A. 10 8

2...A. D. Chanter, R. A. 10 5

3...E. A. Fanshaw, R. A. 10 8

Stroke...E. Myles, R. A. 11 8

Cox...M. A. Strova, R. A. 10 0

Won by $\frac{1}{4}$ length on 7 mins. 44 secs.

BOAT NO. 2.

Station No. 5.—Red and blue. st. lbs.

Bow...G. H. Rubie 9 12

2...F. D. Bain 9 4

3...E. A. Fanshaw, R. A. 10 8

Stroke...E. Myles, R. A. 11 8

Cox...M. A. Strova, R. A. 10 0

Won by $\frac{1}{4}$ length on 7 mins. 44 secs.

BOAT NO. 3.

Station No. 6.—Red and blue. st. lbs.

Bow...G. H. Rubie 9 12

2...F. D. Bain 9 4

3...E. A. Fanshaw, R. A. 10 8

Stroke...E. Myles, R. A. 11 8

Cox...M. A. Strova, R. A. 10 0

Won by $\frac{1}{4}$ length on 7 mins. 44 secs.

BOAT NO. 4.

Station No. 7.—Dark blue and light blue. st. lbs.

Bow...N. H. Alves 9 8

2...A. E. Ager 9 4

3...A. Humphreys 11 6

Stroke...C. E. A. Hance 11 11

Cox...F. W. White 10 0

Won by $\frac{1}{4}$ length on 7 mins. 44 secs.

BOAT NO. 5.

Station No. 8.—Dark blue and light blue. st. lbs.

Bow...N. H. Alves 9 8

2...A. E. Ager 9 4

3...A. Humphreys 11 6

Stroke...C. E. A. Hance 11 11

Cox...F. W. White 10 0

Won by $\frac{1}{4}$ length on 7 mins. 44 secs.

BOAT NO. 6.

Station No. 9.—Dark blue and light blue. st. lbs.

Bow...N. H. Alves 9 8

2...A. E. Ager 9 4

3...A. Humphreys 11 6

Stroke...C. E. A. Hance 11 11

Cox...F. W. White 10 0

Won by $\frac{1}{4}$ length on 7 mins. 44 secs.

BOAT NO. 7.

Station No. 10.—Dark blue and light blue. st. lbs.

Bow...N. H. Alves 9 8

2...A. E. Ager 9 4

3...A. Humphreys 11 6

Stroke...C. E. A. Hance 11 11

Cox...F. W. White 10 0

Won by $\frac{1}{4}$ length on 7 mins. 44 secs.

BOAT NO. 8.

Station No. 11.—Dark blue and light blue. st. lbs.

Bow...N. H. Alves 9 8

2...A. E. Ager 9 4

3...A. Humphreys 11 6

Shipping—Steamers.

OCEAN STEAM SHIP CO., LIMITED.

OUTWARDS.

| FROM | STEAMERS | DUE |
|--------------------------------|----------------|-------------------|
| GLASGOW and LIVERPOOL | " T 7 DEUS " | On 13th December. |
| " | " TELEMACOUS " | On 31st |
| " | " PROMETHEUS " | On 8th January. |
| " | " PYRRHUS " | On 14th. |
| " | " DIOMEDE " | On 28th |
| HOMEBWARDS. | | |
| FOR LIVERPOOL DIRECT | STEAMERS | TO SAIL |
| (Taking Cargo at London Rates) | " ALCINUS " | On 15th December. |
| AMSTERDAM and LONDON | " ULYSSES " | On 23rd December. |
| LONDON | " PELEUS " | On 6th January. |
| LONDON | " ANTENOR " | On 20th January. |
| LIVERPOOL | " TYDEUS " | On 20th January. |
| (Taking Cargo at London Rates) | | |

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th December, 1902.

Shipping
STEAMERS.TOYO KISEN KAISHA,
(ORIENTAL S.S. CO.)REGULAR SERVICE BETWEEN
HONGKONG AND MANILA,
IN 48 HOURS.

THE Company's well-known Steamship

" ROSETTA MARU "

3,876 Tons,

Captain N. Tate, will be despatched hence for

MANILA, TO-MORROW, the 13th instant,

at Noon.

To be followed by

" ROHILLA MARU "

on or about 10th instant.

Magnificent accommodation. Comfortable

cabins. Excellent table. Unrivalled speed.

Electric light. Doctor and Stewardess carried.

For Freight or Passage, apply to

THE MITSU BUSSAN KAISHA,
Agents.

Prince's Buildings,

Ice House Street,

Hongkong, 12th December, 1902. [1389d]

NAVIGAZIONE GENERALE ITALIANA,
(Florio and Rubattino United Companies).

STEAM FOR

BOMBAY VIA SINGAPORE AND

PENANG.

Having connection with Company's Mail

Steamers to ADEN, SUEZ, PORT SAID,

MESSINA, NAPLES, LEGHORN and

GENOA.

ALSO

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN

GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

" CAPRI "

Captain Belsito, will be despatched as above

TO-MORROW, the 13th instant, at Noon.

At BOMBAY, the Steamer is discharging in

VICTORIA DOCK.

For further Particulars regarding Freight

and Passage, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 12th December, 1902. [1343d]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

" HAOLONG "

Captain Gibson, will be despatched for the

above Ports, TO-MORROW, the 13th instant,

at 4 P.M.

For Freight or Passage, apply to

DOUGLAS LAFRAK & Co.,

General Managers.

Hongkong, 12th December, 1902. [1355d]

COMPAIGNIE DES MESSAGERIES
MARITIMES

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE
AND YOKOHAMA.

THE Company's Steamship

" LAOS "

Captain Flandin, will be despatched for the

above Ports on or about MONDAY, the 15th

instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 9th December, 1902. [1004d]

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Steamship

" LIGHTNING "

Captain J. G. Spence, will be despatched for the

above Ports on WEDNESDAY, the 17th instant,

at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,

Agents.

Hongkong, 11th December, 1902. [1353d]

For full Particulars, &c., &c., Apply to

W. STUART HARRISON,

A.M. INST. C.E.,

Manager.

Hongkong, 14th October, 1902. [29]

Trained Mechanicians sent to Out-Ports to fit

up Installations if required.

NOTE ADDRESS—2, ICE HOUSE ROAD.

Estimates given for all kinds of Electrical

work.

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Department
Now Open.
28, Queen's Road
Opposite
Hongkong Hotel.

WILLIAM POWELL, LTD.,



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HONGKONG,

General Drapers, Dressmakers, Milliners, Hosiers,
Haberdashers and General Outfitters.

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POWELL'S GRAND 'XMAS SHOW

OF UP TO DATE NOVELTIES. WONDERFUL STOCK OF NEW TOYS AND GIFTS.
HUNDREDS UPON HUNDREDS OF MARVELLOUS MECHANICAL TOYS.
SPLENDID SELECTION OF USEFUL AND PRETTY PRESENTS,

NOW ON SHOW

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DOLLS! DOLLS!! DOLLS!!!

RAG DOLLS, STONE DOLLS, WAX DOLLS, KID DOLLS, DRESSED DOLLS, DOLLS THAT WALK, DOLLS THAT SLEEP,
DOLLS THAT TALK, AND DOLLS THAT SQUEAK. DOLLS-HOUSES, FURNITURE, TEA SETS, DINNER SETS,
WASHING SETS, TOILET SETS, AND BEDS, PRAMS, CRADLES, AND MAIL CARTS, BARROWS, AURIEL
CARS, BICYCLE HORSES, TRICYCLES, ROCKING HORSES, WOOD TRAINS, TIN TRAINS, STEAM ENGINES,
AIR GUNS, TRUMPETS. BRICKS, GAMES, HORSES AND CARRIAGES, MAIL COACHES, SCALES. ALL KINDS
OF WOOL, SKIN, AND WOOD ANIMALS. TENNIS BATS, CORNETS, HARMONICS, PIANOS. SOLDIERS
INFANTRY, CAVALRY, ARTILLERY, CORONATION PROCESSIONS. DRUMS, SWINGS, CLOWNS, ORGAN
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WORK TRAINS ON LINES, AIR TOYS. GOATS, CAMELS, DOGS, MONKEYS, RABBITS. NAVAL REVIEWS,
STELLA GAMES, FORTS, BALANCE TOYS, SHOOTING GAMES, FROG GAMES, CANNONS, TUMBLE TOYS,
CHINESE DOLLS, METAL FURNITURE, SHOES AND SANDLES, DOLLS' TRUNKS, AND TROUSSEAU, HOPLA
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NIGGERS, TIGERS, SPRING TOPS, PAINT BOXES, WHIPS, DRAWING SLATES, SWING COTS.

LARGE DOLLS, AND ROCKING HORSES, BICYCLE HORSES, MAIL CARTS AND PRAMS.

USEFUL PRESENTS.

WRITING CASES, FANS, GLOVE AND HANDKERCHIEF CASES, ELECTRO-PLATE WARE, GLOVES, LACE COLLARS,
RICH FURS, DRESSING CASES, BRUSHES, CIGAR AND CIGARETTE CASES, LADIES' COMPANIONS, PHOTOGRAPH
ALBUMS, FANCY PIN CUSHIONS, NIGHT DRESS CASES, HEAD RESTS, SILK LOUNGE CUSHIONS, INK
STANDS, CHATELAINE BAGS, LACE TIES, PURSES, CARD CASES, UMBRELLAS, JEWEL CASES
TRINKET BOXES, WAIST BELTS, HAND MIRRORS, AND HUNDREDS OF OTHERS.

TIES, HANDKERCHIEFS, SETS OF STUDS, LINKS, TRAVELLING RUGS, UMBRELLAS, WALKING STICKS
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R. G. HECKFORD,
MANAGER

December 3rd.